

FIRST EDITION

The Missing Tennessee.

Opinions of High Officials.

Did Officers Refuse to Sail in Her?

The Alabama Claims.

A Reported Basis of Settlement.

The Ice Blockade at New York.

The Death of Gen. Prim.

Particulars of the Assassination

THE TENNESSEE.

The Engineers Relieved from Duty.

What Reason did he give for not desiring to go on board the Tennessee?

Correspondent—Were there not officers assigned to her who made application to be relieved from the order?

O—I believe there were; but not for the reason you alleged.

O—Who were they?

O—Well, Engineer James Sheridan, of the Brooklyn Yard, was assigned, and asked to be relieved soon thereafter.

O—What reason did he give for not desiring to go on board the Tennessee?

O—He gave no reason himself; but his friends appealed to the department to let him off, as he had just got married.

O—Lieutenant Sheridan and his friends did not complain then of the unseaworthiness of the Tennessee?

O—No, sir.

O—Was there any other officer who did not want to go?

O—(Resistantly)—I believe there was another engineer named Snyder, of Philadelphia.

O—What reason did he assign?

O—He applied to be relieved because his father was at death. He was relieved, and his father has since died. But these two were the only ones who were positively assigned and then relieved from their orders to go on the Tennessee.

O—What do you think of General Banks' statements about crews of naval officers declaring that they would not sail on the Tennessee?

O—Many of them have doubtless said so in conversation, but they would not make the same statement before a court of inquiry. All who talk that way hate Porter.

THE NAVAL CONSTRUCTOR'S VIEWS.

Hon. Isalah Hanson, Chief of the Bureau of Construction of the Navy Department, was called upon for his views regarding the Tennessee.

Correspondent—What do you think, Mr. Hanson, of the Tennessee? You build ships. Tell us what you know of her.

Chief Hanson—Well, I never looked into the Tennessee, but from what I have been told and know of her she is a good ship. She was designed by Naval Constructor Delano, of the Brooklyn yard, one of the best officers in the service.

O—But she has been remodelled by Admirals Porter.

O—H—Yes, Porter ordered a board on her who changed the blades of her propellers, took out four of her boilers, removed her coal bunks from her berth deck and put a spar deck on her. It also changed the location of her armament. All this changed her centre of gravity, but still that may be all right.

O—What engines has she?

O—H—The engines of the Tennessee were the old Madawaska, and was the trial ship for steam machinery, with the Wampanoag, between Isherwood's and Fox's engines. Her machinery having been reduced, her speed is lessened very much. On her trial trip in New York Bay the Tennessee made but six and a half knots an hour; so you see that she is a slow vessel. Now, if she went outside the Bermudas, as stated, she makes a two thousand mile trip, and she is not out long enough for alarm. She would remain five days in Samana. It would take her two days to reach San Domingo City, and five days from the latter port to Havana. She sailed on the 10th, and would not have more than got clear of San Domingo on the first day. This would bring her to the 17th. Then allowing ten days to Samana would bring her to the 27th. Five days in Samana would bring her to the 1st instant. Two days to San Domingo City would bring her to the 3d instant, and five days to Havana would be the 8th instant. She had to cross the Gulf Stream diagonally, against a four-mile current, which would be equivalent to a loss of one hundred miles on the day of crossing, and which would have to be added to the time. Allowing for incidental mishaps to new machinery not tested, leakage of valves, and little matters which only to be known by those in charge, and another day or two may be easily accounted for, bringing us down to the 14th or 15th inst. So those having knowledge of the vessel and familiar with the accidental drawbacks to a speedy passage by a vessel just overhauled and not subsequently tested, have no uneasiness as to her safety.

ADMIRAL PORTER SANGUINE.

Admiral Porter, who was called on, was very sanguine that nothing had happened. "Will you be kind enough to give us your reasons?" said the correspondent to the Admiral.

Admiral Porter replied to this effect:—"According to the course which the Tennessee would take, she would have to sail two thousand eight hundred and ninety miles before she could be heard from in the ordinary course of events. It would take her ten days to reach Samana Bay. She would remain five days in Samana. It would take her two days to reach San Domingo City, and five days from the latter port to Havana. She sailed on the 10th, and would not have more than got clear of San Domingo on the first day. This would bring her to the 17th. Then allowing ten days to Samana would bring her to the 27th. Five days in Samana would bring her to the 1st instant. Two days to San Domingo City would bring her to the 3d instant, and five days to Havana would be the 8th instant. She had to cross the Gulf Stream diagonally, against a four-mile current, which would be equivalent to a loss of one hundred miles on the day of crossing, and which would have to be added to the time. Allowing for incidental mishaps to new machinery not tested, leakage of valves, and little matters which only to be known by those in charge, and another day or two may be easily accounted for, bringing us down to the 14th or 15th inst. So those having knowledge of the vessel and familiar with the accidental drawbacks to a speedy passage by a vessel just overhauled and not subsequently tested, have no uneasiness as to her safety.

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Cape Haytien of the date when the Tennessee sailed on arrived yesterday.

Second, if she ought to be heard from, even the necessities of sea life call for an allowance of many days.

Third, she was a live oak vessel, splendidly equipped, and of the best of 1869, 71.

Fourth, there has been no bad weather, and no special preparation to announce her arrival.

THE ALABAMA CLAIMS.

The Basis of Settlement Believed to Have Been Already Arranged On.

The Washington correspondent of the New York Tribune writes:—"The commission will not begin its sessions until about the 1st of March, as, under the most favorable circumstances, Earl de Grey, Prof. Bernard, and Lord Tenterden will not arrive here until the last week of the present month while the successor of Sir John Rose has not yet sailed. It is supposed by some that the commission will be in session but a few weeks, as it is understood that the object of the conference is not to arrange a treaty or to discuss any covering the several questions at issue, but to determine the principles and settle the policy upon which the details can afterward be negotiated. This, it is claimed, is the view entertained by the administration circles. In the matter of the joint commission will be to consider and settle the liability, and also determine the provisions of law necessary to the meeting of such cases, and the responsibility arising in the future. This done, the liability of Great Britain, or otherwise, for the other privateers will be considered and determined.

THE EAST RIVER BRIDGED.

Over a Thousand People Cross on the Ice—The Tide Turns and the Bridge Moves—The Scramble for the Shore—Many Persons Rescued.

The quantity of ice in the rivers yesterday was greater than it has been for several years. Not since the time when Mrs. Henry Ward Beecher and Mrs. Beach immortalized themselves by crossing from Brooklyn to New York City on the ice.

TROUBLES OF THE RIVER CRAFT.

At this time one of the Fulton ferry-boats was in the slip on the Brooklyn side, two were in the river, and the other in the slip on the New York side. There was a tug, with some two or three lighters in tow, bound down the river, and another tug, with a light, trying to make her way in the same direction, there was a Navy Yard tug bound to the yard. Besides these there were several other small tugs. All of these were at once ice-bound and stationary, as if in a Polar sea.

DE SILVA'S GRATITUDE.

The Man who was "Harried All Over the World by the St. Joseph (Mo.) Union, Feb. 7.

Louis de Silva appreciates kindness, it seems, and returns thanks to Mr. William Frick, who has charge of the calaboose, in the following letter:—

St. JOSEPH, Feb. 6, 1871.—William Frick, Esq., Street Commissioner.—Sir:—There seems to be a moment in the life of man when everything conspires to crush him beneath the weight of overwhelming disasters, to wit:—Antonius, after Actium; Hannibal, at Tama; Bonaparte, on the field of Waterloo; his nephew, under the walls of Sedan; and my humble self.

MOVING OF THE ICE.

Shortly before 2:30 o'clock the ice commenced to move down stream, and a scene of an unusual and somewhat dramatic character took place. About 300 persons, chiefly boys, were on the ice at the time. Over 100 men and boys were on one or two cakes of ice opposite to the Roosevelt Street Ferry. As the ice began to move this crowd of men and boys gathered half-frightened in the centre of the cake and awaited means of rescue.

SAVED BY SMALL BOATS.

A small boat was launched from the New York shore, manned by several sailors, which saved a number of people, about seventeen in all. The steam-tugs Clay and Lenox, which were wedged in by the ice, were freed about 3 o'clock, and went direct to a party who were still on the ice, but they were rescued before the boats arrived.

NO LIVES LOST.

Although many were in great danger no lives were lost. The more sensible of the observers

thought that the police should have prevented this useless exposure of human life to danger, while the "crossers" stoutly maintained their right to cross as often as they pleased, and only regretted that there was not some way in which they could do this at all times, independent of prospective bridges and ferry companies.

THE NORTH RIVER.

Owing to the immense masses of ice that filled the North river yesterday morning, Jersey residents doing business in New York met with considerable delay and inconvenience before the ferry-boats could force their way through the floating barriers.

ANOTHER ACCOUNT—LOSS OF FOUR VESSELS.

The ice in the East and North rivers was thicker and heavier to-day than at any other time this winter. The immense quantities coming up on the flood-tide in the morning caused a jam from Pier No. 38, East river, to the Brooklyn side, and from 1 o'clock until 2 a large number of persons passed over. The steamer Bridgeport, coming down, cut a large number off from the shore, but they were all taken off by the Navy Yard steamer.

THE LOSS OF THE FRENCH TRANSPORT—THE LOSS OF LIFE EXAGGERATED.

LONDON, Feb. 13.—A private letter from Cherbourg expresses the opinion that the steam transport which was wrecked off Cape La Hague is the Le Cerf, and says no doubt the loss of life is greatly exaggerated.

ILLNESS OF GENERAL DUCROT.

LONDON, Feb. 13.—Advices from Paris state that General Ducrot is seriously ill.

ANOTHER PRUSSIAN LEVY.

The Prussians levied a war contribution of 100,000 francs upon the inhabitants of St. Germain.

REPORTED PROLONGATION OF THE ARMISTICE.

It is reported the armistice is prolonged until the 28th instant.

PARIS FOOD SUPPLY.

The French Government has ceased buying provisions for Paris.

JULES FAVRE.

The Versailles correspondent of the Times telegraphs on the 12th that the

DELIVERY OF ARMS TO THE GERMANS.

has been completed by the army of Paris. The Germans are

DESTROYING THE FRENCH GUNS.

which were useless on account of the removal of a portion of the breech-loading apparatus.

THE POSTAL AND RELIEF TRAINS.

from London for Paris recently stopped by Germans were arrested under mistake, and immediately released by order from headquarters.

ENGLAND AND THE WAR.

LONDON, Feb. 13.—The correspondence relating to the war to be submitted to Parliament shows that M. Favre's party were always willing to conclude peace on any terms which did not include the cession of territory, and that England has been continually urging peace on M. Favre's terms.

THE ORLEANISTS ARE CONFIDENT THAT THE CONSUL DE PARIS WILL BE KING OF FRANCE IN A FEW WEEKS.

The English Army.

THE GOVERNMENT STATES THAT IT IS ABLE TO DESPATCH 115,000 MEN IMMEDIATELY IN CASE OF WAR.

FLORENCE, Feb. 11.—It is reported that demonstrations in favor of the Pope are in preparation in various parts of Europe.

PREPARATORY MEETING OF THE FRENCH ASSEMBLY.

BORDEAUX, Feb. 13.—The French Assembly will to-day hold only a preparatory sitting, for the purpose of ascertaining the number of members present and fixing a day for the first public session.

THE RESULT IN PARIS YET UNDECIDED.

The Government here is still without news of the result of the elections in Paris. The latest despatch by telegraph from the capital says the result was not known yesterday evening. M. Plead, Thiers, Favre, and Gambetta are elected from the Department of Seine-et-Oise, and Duke d'Aumale from that of Oise.

JULES FAVRE HAD ARRIVED IN BORDEAUX, AND GARIBOLDI WAS MOMENTARILY EXPECTED.

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GERMAN TRIUMPHANT ENTRY INTO PARIS.

LONDON, Feb. 13.—The special correspondent of the London Telegraph at Versailles reports, on the 12th, that the German army will make a triumphant entry into Paris at noon of the 19th. The Emperor will proceed to the Tuilleries, and, after partaking of lunch with the court and staff, will review the army from that building. In case the Tuilleries is not in proper condition the Emperor will occupy the Elysee. The Emperor will return to Berlin about the end of February.

THE VATICAN AT HOME DECLARED NATIONAL PROPERTY.

FLORENCE, Feb. 13.—The Italian Parliament has, by the adoption of a resolution, declared the libraries and galleries of the Vatican national property. The measure was objected to by the Ministry, and carried against their opposition.

VIENNA, Feb. 13.

The Overcrowd of the Danube has inundated the suburbs of Vienna, particularly Leopoldstadt and Rozena.

OPENING OF THE FRENCH ASSEMBLY—300 DEPUTES PRESENT.

BORDEAUX, Feb. 13.—At the preparatory sitting of the French National Assembly to-day about three hundred deputies were present. The

SECOND EDITION

TO-DAY'S CABLE NEWS.

THE ARMISTICE PROLONGED.

Hopes of the Orleanists.

The New Assembly Convened

The Emperor William to Enter Paris

An English Man-of-war Sunk

Over Fifty Lives Lost.

Sailing of the English High Commission

Italy Claims the Vatican

DOMESTIC AFFAIRS.

Death of Alice Cary.

FROM EUROPE.

Sailing of the English Members of the Joint High Commission.

LONDON, Feb. 13.—The Cunard steamship Cuba, which sailed from Liverpool on Saturday for New York, took out among her passengers Earl de Grey, Lord Tenterden, Mr. Montague Bernard, and Viscount Godevic, of the joint high commission for the settlement of the fishery question between Great Britain and the United States, and also of the Alabama and other claims of the United States upon Great Britain. The commissioners are accompanied by a number of diplomatic attendants.

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cession was formally opened and the secretaries appointed.

SHIP NEWS.

LONDON, Feb. 13.—The steamers Holsatia and Britannia have arrived.

THE MORNING'S QUOTATIONS.

LONDON, Feb. 13.—11:30 A. M.—Consols 92½ for both money and account. American securities are quiet and steady. United States 5-20s American, 100; 1865, old, 90½; 1867, 89½; 7-10s, 87½. Stocks firm. Erie Railroad, 18½; Illinois 109½; Great Western, 22; Tallow, 48s. 2d.

LIVERPOOL, Feb. 13.—11:30 A. M.—Cotton dull and unchanged; middling uplands, 7½d.; middling Orleans, 7½d. The day's receipts estimated at 10,000 bales. Flour, 28s. 6d. Corn, 26s. for new.

FROM WASHINGTON.

The Late Colonel Dahlgren—Action of Laurel Hill Cemetery Managers.

WASHINGTON, Feb. 13.—A letter addressed to Mrs. Dahlgren from the Managers of West Laurel Hill Cemetery, Philadelphia, states, "The Board of Managers, considering that Colonel Ulrich Dahlgren fell in the service of his country, under circumstances of chivalric and distinguished heroism, and that Admiral Dahlgren, after a long and honorable career in his profession, has left a reputation of which she is justly proud, and feeling it at once a duty and a privilege to do what in them lies towards honoring such illustrious memories, have unanimously resolved to offer for your acceptance a lot anywhere in the cemetery that you may select, and of any size that may be necessary to give effect to the proposed statues."

Admiral Dahlgren never asked or received of his country one dollar for the patented inventions which armed the navy. He died leaving an estate of fifteen thousand dollars. The widow intends to devote all of her widow's dower and her son Paul all of his inheritance towards placing monuments over the graves of the deceased.

FROM NEW YORK.

Death of Alice Cary.

New York, Feb. 13.—Alice Cary died yesterday, aged fifty. Her remains will be buried tomorrow from the Church of the Stranger.

DEATH OF ALICE CARY.

OSWEGO, Feb. 13.—Rev. R. W. Condit, pastor of the First Presbyterian Church for forty years, died yesterday.

NEW YORK MONEY AND STOCK MARKET.

New York, Feb. 13.—Money steady